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भारतीय मानक

माल धारक – जलयान पर धारकों से संबंधित सूचना

भाग 1 कक्ष योजना तंत्र

Indian Standard

FREIGHT CONTAINERS — INFORMATION RELATED TO CONTAINERS ON BOARD VESSELS

PART 1 BAY PLAN SYSTEM

UDC 621·869·888

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BUREAU OF INDIAN STANDARDS
MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG
NEW DELHI 110002

May 1993 Price Group 2

Freight Containers Sectional Committee, HMD 12

NATIONAL FOREWORD

This Indian Standard which is identical to ISO 9711-1 : 1990 'Freight containers — Information related to containers on board vessels — Part 1 : Bay plan system', issued by the International Organization for Standardization (ISO), was adopted by the Bureau of Indian Standards on the recommendation of the Freight Containers Sectional Committee (HMD 12) and approval of the Heavy Mechanical Engineering Division Council.

The text of ISO standard has been approved for publication as Indian Standard without deviations. Certain terminology and conventions are however, not identical to those used in Indian Standards. Attention is particularly drawn to the following:

a) Wherever the words 'International Standard' appear referring to this standard, they should be read as 'Indian Standard'.
b) Comma (,) has been used as a decimal marker while in Indian Standards, the current practice is to use a point (.) as the decimal marker.

In this adopted standard, reference appears to certain International Standards for which Indian Standards also exist. The corresponding Indian Standards which are to be substituted in their place are listed below along with their degree of equivalence for the editions indicated:

International Standard	*Corresponding Indian Standard*	*Degree of Equivalence*
ISO 6346 : 1984	IS 6928 : 1992 Freight containers — Coding, identification and marking (*second revision*)	Identical

For the purpose of deciding whether a particular requirement of this standard is complied with, the final value, observed or calculated, expressing the result of a test or analysis, shall be rounded off in accordance with IS 2 : 1960 'Rules for rounding off numerical values (*revised*).' The number of significant places retained in the rounded off value should be the same as that of the specified value in this standard.

Indian Standard

FREIGHT CONTAINERS — INFORMATION RELATED TO CONTAINERS ON BOARD VESSELS

PART 1 BAY PLAN SYSTEM

1 Scope

This part of ISO 9711 specifies a method for identifying the locations in which containers may be carried on board a container ship. By setting up this uniform identification method, it is then possible to transmit information about the space assignments given to the specific containers being carried. Further, by knowing the physical design characteristics of the vessel, and the physical data about the containers and the cargo loaded in each container, calculations can be made about the stability and trim of the ship before setting out to sea. Also, knowing what containers are on board and where they are destined, it is possible to notify cargo agents in advance of the ship's arrival in order that they may plan to pick up and deliver their containers promptly.

It is applicable to all standard freight containers covered by International Standards and should, wherever appropriate and practicable, be applied to those containers not covered by International Standards.

It applies only to vessels stowing containers longitudinally.

2 Normative reference

The following standard contains provisions which, through reference in this text, constitute provisions of this part of ISO 9711. At the time of publication, the edition indicated was valid. All standards are subject to revision, and parties to agreements based on this part of ISO 9711 are encouraged to investigate the possibility of applying the most recent edition of the standard indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 6346:1984, *Freight containers — Coding, identification and marking.*

3 Stowage plan

The stowage plan is based on a module having the following dimensions:

2 438 mm (8 ft) in the transversal direction;

6 096 mm (20 ft) in the longitudinal direction;

1 295 mm (4 ft 3 in) in the vertical direction.

The container location in the ship is accurately specified by bay, row and tier numbers.

3.1 Bay numbers

The bay number shall consist of two Arabic numerals. Bay numbers 1 to 9 shall be preceded by a zero to make up two digits. Forty-foot bays shall be denoted by even numbers, twenty-foot bays by odd numbers with the numerical order from fore to aft. In the case of mixed stowage of two 20 ft containers in a 40 ft bay, the forward 20 ft container shall be shown in the 40 ft bay plan, while the aft 20 ft container shall be shown in a separate bay plan having the next higher odd number.

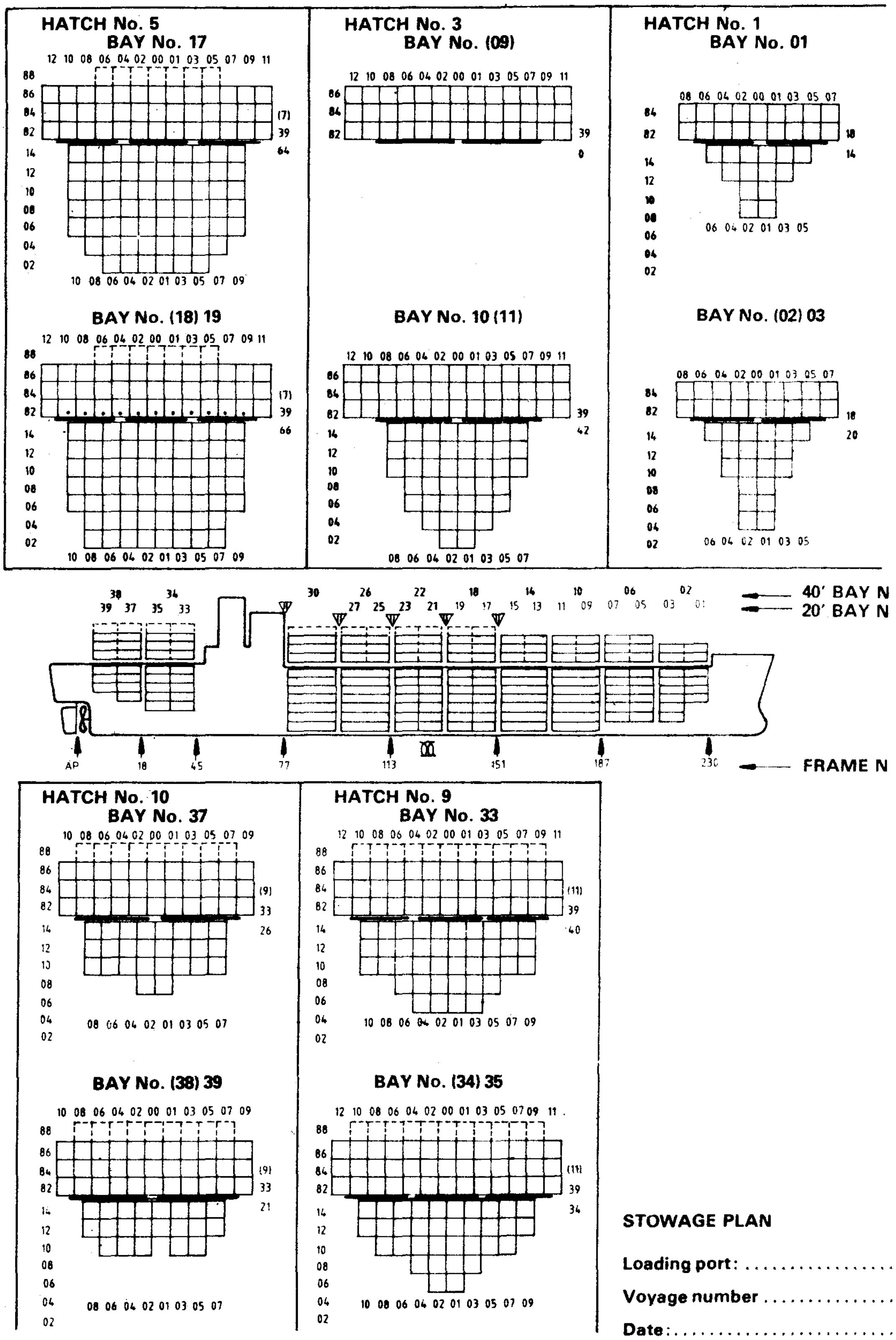
3.2 Row numbers

The row number shall consist of two Arabic numerals. Row numbers 0 to 9 shall be preceded by a zero to make up two digits. The numbering of rows shall start at the ship's centre and shall be even to port side and odd to starboard. The centre row, if one exists, shall be denoted "00".

3.3 Tier numbers

Layer or tier numbers shall consist of two Arabic numerals. They shall start with "02" with the height of an 8 1/2 ft standard container directly above the double bottom at the ship's centre and rise with even numbers for each container height. Tiers on deck shall start with "82" and rise with even numbers above the hatch covers. Half-height containers shall be marked with odd numbers. Containers at the same height above the keel therefore have the same tier specification. Figure 1 shows an example of a stowage plan.

The tier numbering scheme shall be kept unchanged even if containers of heights other than the 1 295 mm modulus are loaded. These deviating heights may be identified by the use of the container size code specified in ISO 6346.



STOWAGE PLAN

Loading port: ....

Voyage number ....

Date: ....

Figure 1 — Example of container ship stowage plan

Reprography Unit, BIS, New Delhi, India

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